

As a manufacturer of safety components, the Cobianchi Lift Components AG is responsible for the design and manufacture of the Cobianchi brake safety catches. In order to be able to make the production, the commissioning and the maintenance and servicing easier for the manufacturers of the lift frameworks and the erection / installation companies, these operating instructions have been established.

In these operating instructions the standard version PC13XX, installed width 180 mm, PC14XX, installed width 180 mm, PC24XX, installed width 200 mm and PC44XX, installed width 240 mm, both respectively with catch shaft and limit switch located within the traverse, are documented. If the installation type you are confronted with deviates from the version described here, then please contact your technical department, resp., your responsible design department.

In the following, you will find important remarks, which if you duly take note of will in all instances contribute to the impeccable installation and operation.

Attached to these operating instructions must be the following 4 drawings:

Drawing No.	Brake Safety Catch Type	Vertical plan, layout, side view
13DA-BA01-1	PC13DA, PC13DO, PC13UP	Assembly drawing FV with item No.
14DA-BA01-1	PC14DA, PC14DO, PC14UP	Assembly drawing FV with item No.
24DA-BA01-1	PC24DA, PC24DO, PC24UP	Assembly drawing FV with item No.
44DA-BA01-1	PC44DA, PC44DO, PC44UP	Assembly drawing FV with item No.

These instructions consist of several pages of text (depending on the language) and 4 drawings. Customer-specific solutions may render deviating erection procedures necessary. The brake safety catches can be installed on top of – or underneath the lift cage taking into consideration the various installed widths and the location of the connecting shaft. For detailed information, please refer to our technical documentation.

Subject to deviations from the standard version described here.

To be duly noted prior to the installation:

The brake safety catch consists of two safety catch heads. On both safety catch heads the respective serial numbers have been burnt-in. These numbers have to correspond to the serial numbers on the two stuck-on adhesive labels as well as to that of the enclosed type nameplate and they have to be able to be correlated with the works serial number of the installation. If this should not be the case, then there is a mix-up and it is absolutely necessary that you make contact with your purchasing department, your stores department or directly with the manufacturer.

The safety catch shaft and the resetting spring system in the case of the brake safety catches bidirectional types PC13DA, PC14DA, PC24DA, PC44DA, single action brake safety catch types PC13DO, PC14DO, PC24DO, PC44DO and upwards braking types PC13UP, PC14 UP, PC24UP, PC44UP are uniformly constructed in the general sense. The following description for this reason can be applied to all the types mentioned.

1. **Installation** in accordance with the enclosed drawings
- 1.1. The installation of the safety catch heads in all instances takes place by means of a fixing plate **12**, on which the base plate **11** is supported and is laterally displaceable. After tightening the screw **7**, it has to be verified, whether the base plate is capable of being laterally displaced and whether it is brought back to its original position at the stop screw **21** by the leaf spring **3**.
- 1.2. The fixing plate **12** is bolted on with the gusset plate **5** or else directly to the safety catch frame.
- 1.3. The triggering linkage by means of the supporting plate **13** is installed directly on the gusset plate **5** or on the safety catch frame. Please note: The position of the safety catch shaft has to be centred relative to the brake safety catch and the lifter **1** therefore has to be lying horizontally.
- 1.4. The force required to hold the triggering lever **1** in its original position is adjustable by means of the threaded rod inside the compression spring **14**. Depending on the application, the spring can be pre-tensioned additionally. The basic setting is at 10 mm pre-tensioning.

2. Connection

- 2.1. Connect the control rope with the rope end connection (rope socket fittings **20**) to the lifter **1** at the control rope attack point.
- 2.2. Wire the brake safety catch switch **17** (230V, 4A) and check its operation.
- 2.3. Adjustment: Laterally align the position of the safety catch heads to the rail. Distance between the fixed brake shoe and the rail: 2 mm.
- 2.4. Verification prior to the commissioning:
 - a) The safety catch heads have to be laterally displaced towards the compression spring **3** and have to be capable of returning to their original position through the spring force.
 - b) The triggering lever **1** has to be displaced in the triggering direction and has to be returned to its original position through the compression spring **14**.

3. Commissioning

3.1. To be duly noted prior to the first safety catch test:

The rail indispensably has to be cleaned of old dirt, rust protection coatings and any coats of paint or varnish. Most suitable for this are cold cleaning agents or brake disk cleaning agents.

In case of oiled rails, only simple machine oil of the viscosity class ISO 68-150 without any high pressure additives must be used (lubricating oil C in accordance with DIN 51517, part 1). Because oils for gearboxes, motors/engines and hydraulic devices frequently contain additives, they are not suitable for this application. -> Duly note the yellow information sticker.

Only PC13XX: It's possible to use oil with any high pressure additives (lubricating oil CLP in accordance with DIN 52517, part 3)

3.2. Triggering forces for engaging the brake safety catch:

These are dependent on the fixing point of the control rope on the control rope lever **1** and **2** are applicable for the installation of our resetting spring system **14** with compression spring under condition that our installation recommendations have been adhered to:

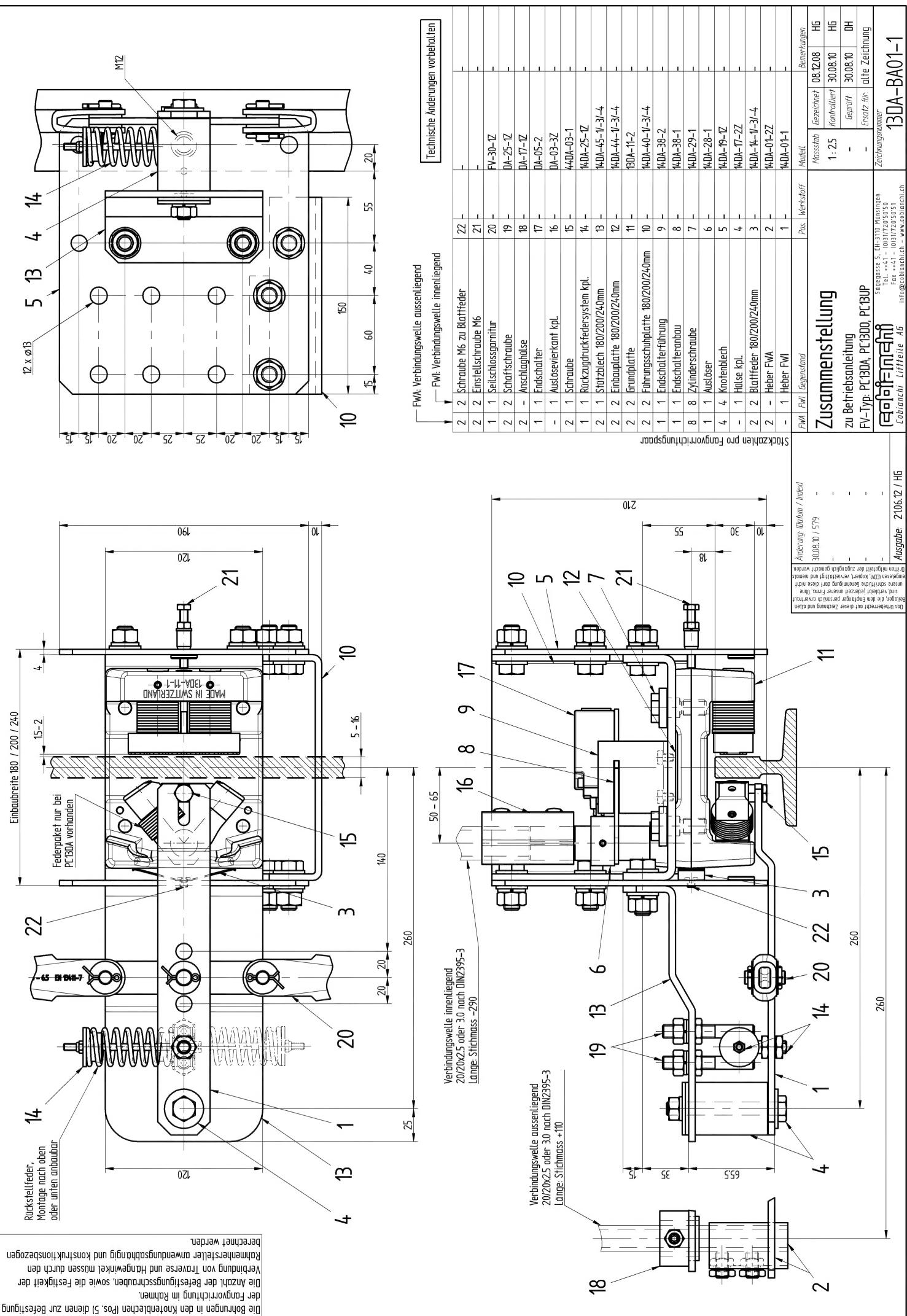
	Distance centre rail – centre control rope			
PC13DA, PC13DO, PC13UP	140 mm	160 mm	180 mm	
PC14DA, PC14DO, PC14UP				
PC24DA, PC24DO, PC24UP				
Braking upwards	70 N	90 N	110 N	
Catching downwards	100 N	120 N	150 N	
PC44DA, PC44DO, PC44UP	160 mm	180 mm	200 mm	220 mm
Braking upwards	100 N	120 N	140 N	160 N
Catching downwards	100 N	120 N	140 N	160 N

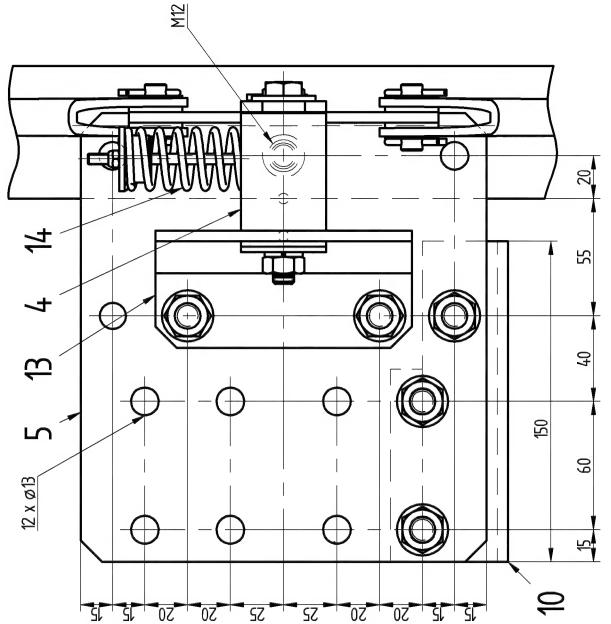
4. Servicing and Maintenance

Once the brake safety catches have been correctly installed, the servicing and maintenance is limited to the checking of:

- 4.1. **The condition of the rail**, in accordance with the above commissioning instructions.
- 4.2. **Triggering linkage:** Synchronous actuation of both safety catch heads, connection without any play through the triggering shaft, free movement of the lifters possible in one or in both directions.
- 4.3. **Return spring:** Present, under pre-tensioning.
- 4.4. **Limit switch 17:** Electrical-, mechanical function and actuation assured.
- 4.5. **Catch heads:** centred, clean, guides of the lift/elevator cage in perfect condition, not expanded/worn.
- 4.6. **Fixing plate:** Freely displaceable base plates **11** on the installation plates **12**.
- 4.7. **Cleanliness:** In general and in particular in the case of building elevators / lifts and conversion works make sure, that the safety catch heads are protected against contamination with plaster of Paris/ gypsum, concrete, cement, mortar, grit or similar building materials. Contaminated safety catch heads have to be dismantled and cleaned.

If these simple instructions are complied with, then the safety for the users of the lift / elevator as well as for the erection and installation company can be significantly increased.





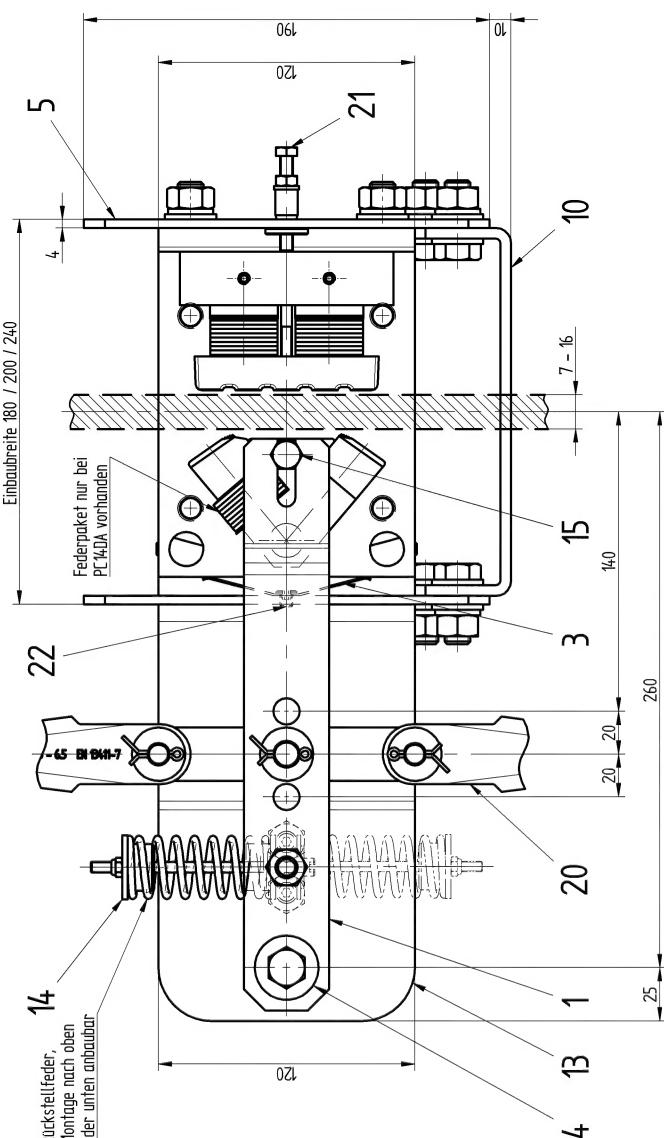
Technische Änderungen vorbehalten

FWL: Verbindungsstelle Innenseite/ju		FWL: Verbindungsstelle aussenseite/ju	
2	2	Schraube M6 zu Blattfeder	22
2	2	Einstellschraube M6	21
1	1	Seitschlüsselstütze	20
2	2	Schaftschraube	19
2	-	Anschlaghülse	18
1	1	Endschalter	17
-	1	Auftriebswerkart kpl.	16
2	1	Schraube	15
1	1	Rückzugsdruckfedersystem kpl.	14
2	1	Stützblech 180/200/240mm	13
2	2	Einbauplatte 180/200/240mm	12
2	2	Grundplatte	11
2	2	Führungsabschläpplatte 180/200/240mm	10
1	1	Endschalterführung	9
1	1	Endschalteranbau	8
8	8	Zylinderhülse	7
1	1	Auslöser	6
4	4	Knotenblech	5
-	1	Hülse kpl.	4
2	2	Blattfeder 180/200/240mm	3
2	-	Heber FWL	2
-	1	Heber FWL	1

Zusammenstellung

zu Betriebsanleitung
EV-Typ: P140A P1400

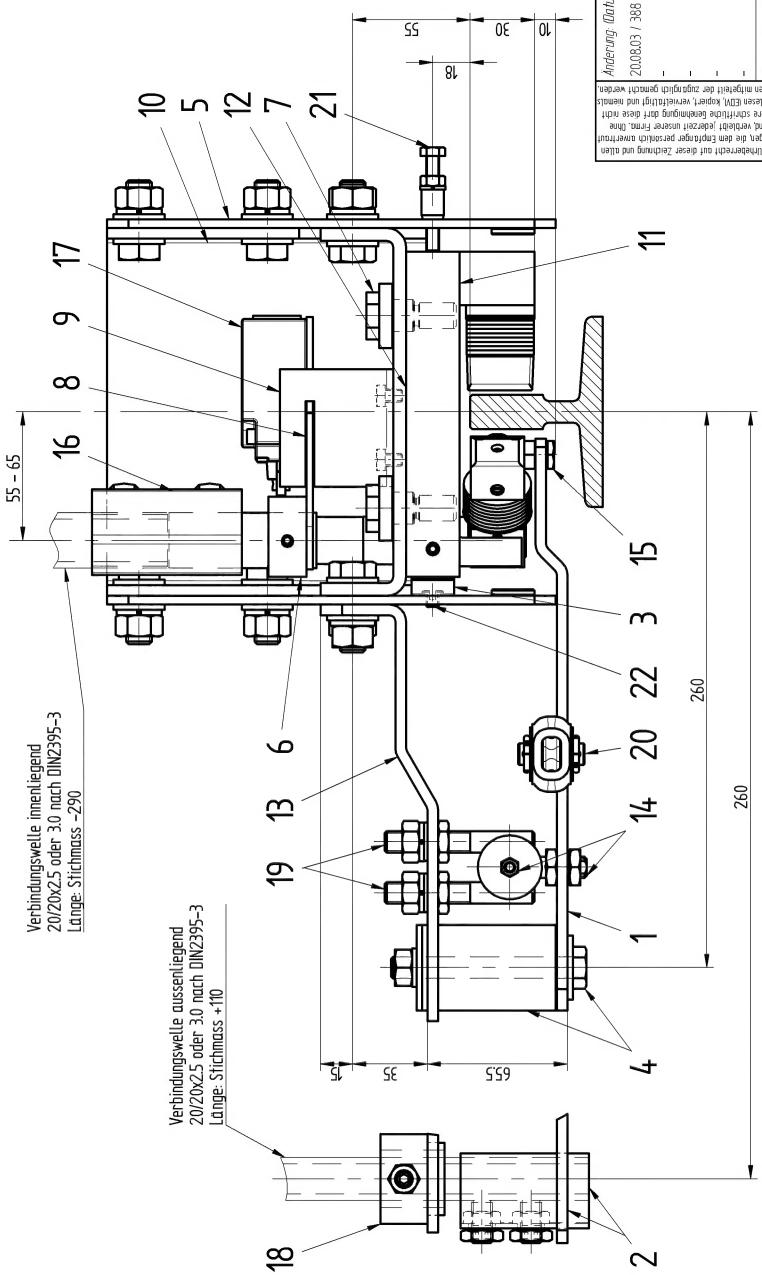
14DA-BA01-1



Rückstellfeder,
Montage nach oben
oder unten anbau

Die Bohrungen in der Faujasitkluft unter der Augvoriichtung der Anzahl der Befehle einer Anzahl von Trägern berichten Werdan.

Die Ergebnisse in den Kondensatoren (Pos. 5) deuten zur Befestigung der Anordnung vor der Probe und dem Wechseln müssen die Festigkeit der Klebefuge mit einer Schraube aufgenommen werden.



Verbindungsrolle innenliegend
20/20x25 oder 3.0 nach DIN2395-3
Länge: Stichmass -290

Verbindungsellipse aussenliegend
20/20x25 oder 3.0 nach DIN2395-3
Länge: Stichmass +110

260

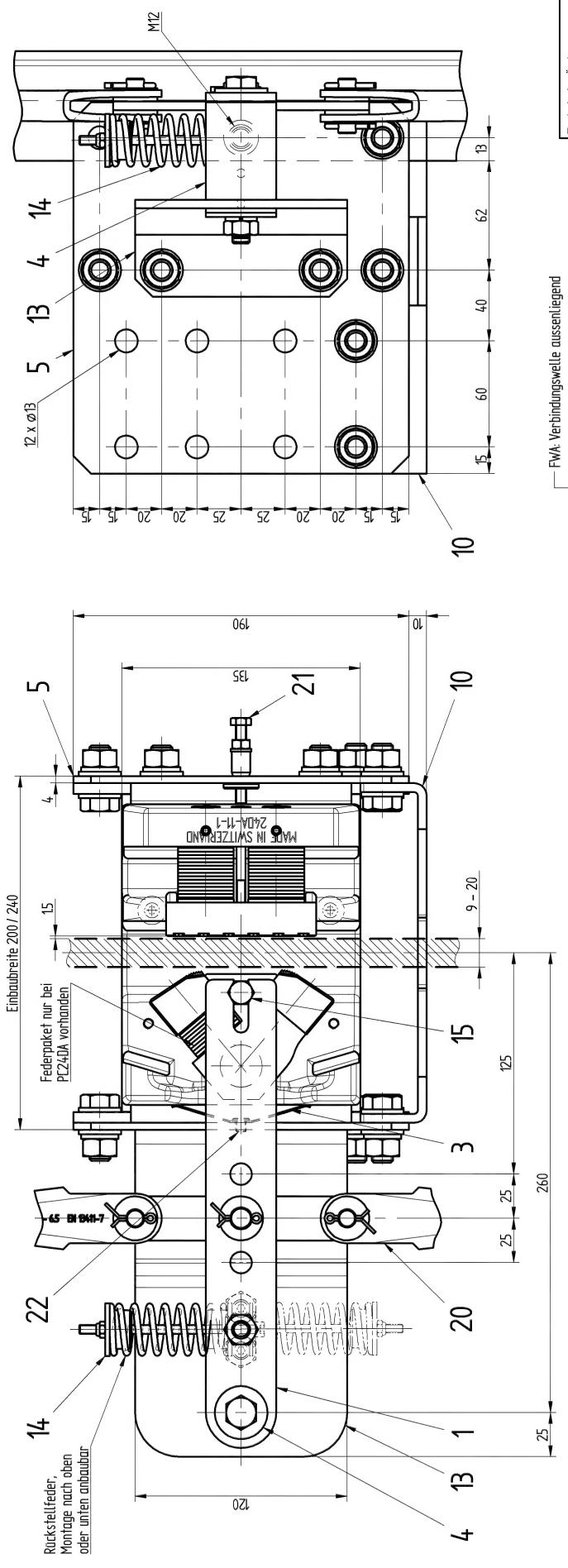
260

200

260

1

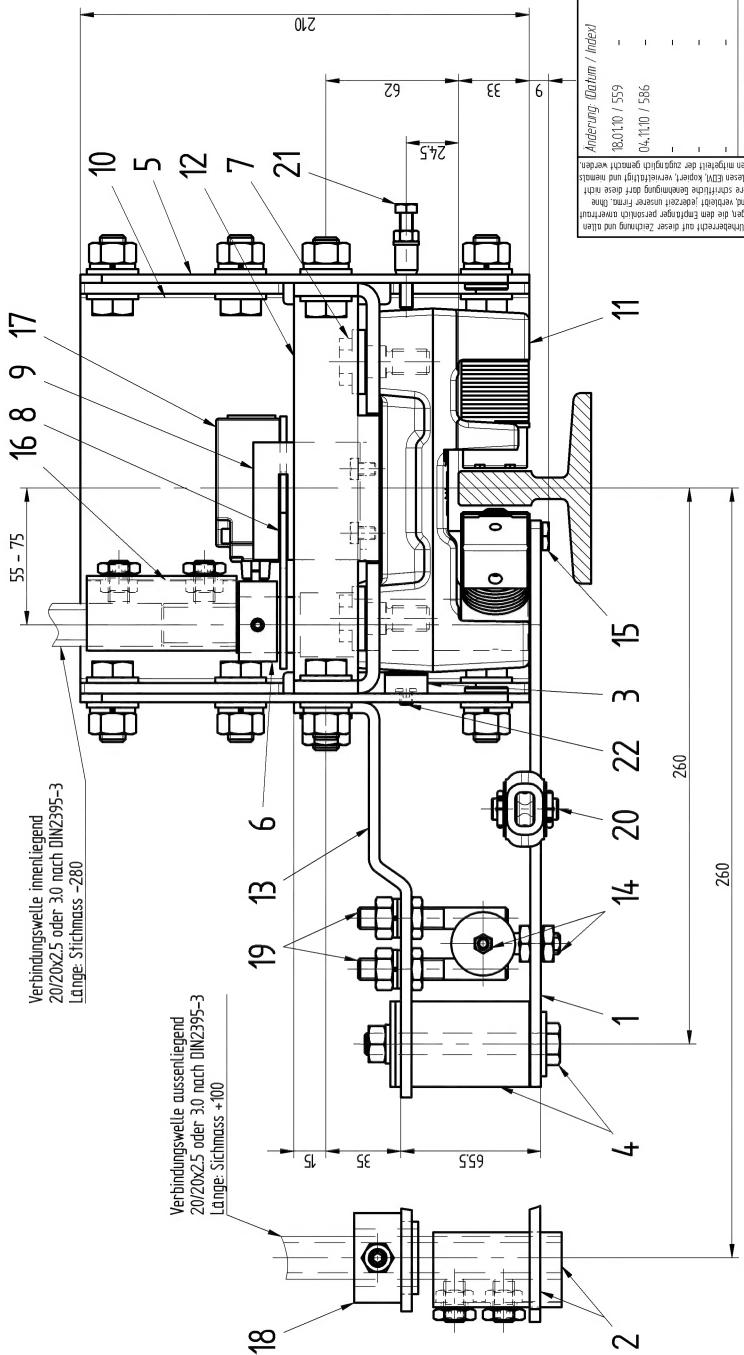
1



Technische Änderungen vorbehalten

			-
2	2	Schraube M6 zu Blattfeder	22
2	2	Einstellschraube M6	21
1	1	Seilschlüsselgarantur	20
2	2	Schafftschraube	19
2	-	Anschlaghülse	18
1	1	Endschalter	17
-	1	Auslösewerkstatt kpl.	16
2	1	Schraube	15
1	1	Rückzugdruckfeder System Khl	14
2	1	Stahlbügel 200 / 240mm	13
2	2	Einbauplatte 200 / 240mm	12
2	2	Grundplatte	11
2	2	Führungs geschäftsplatte 200 / 240mm	10
1	1	Endschalterführung	9

147



Z4UA-DAU I -

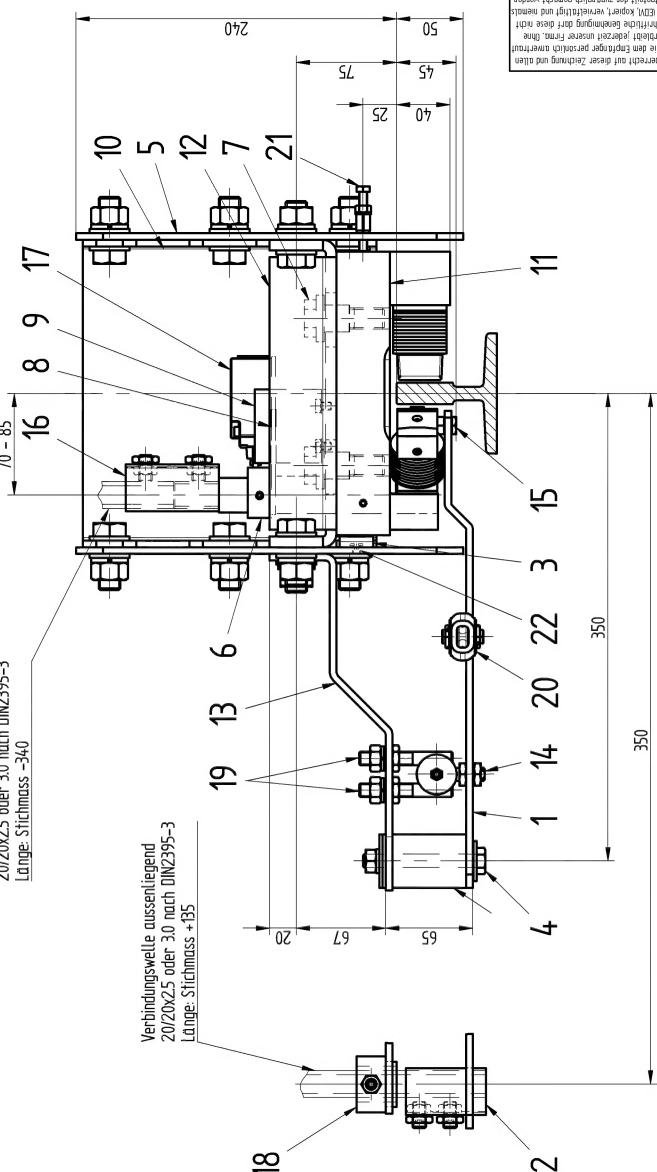
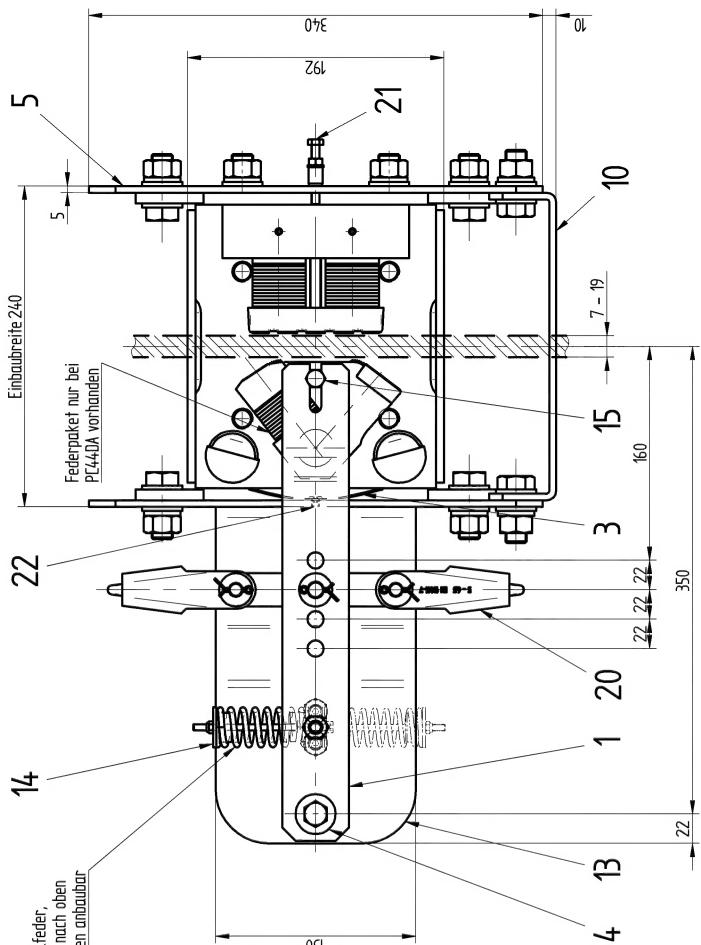
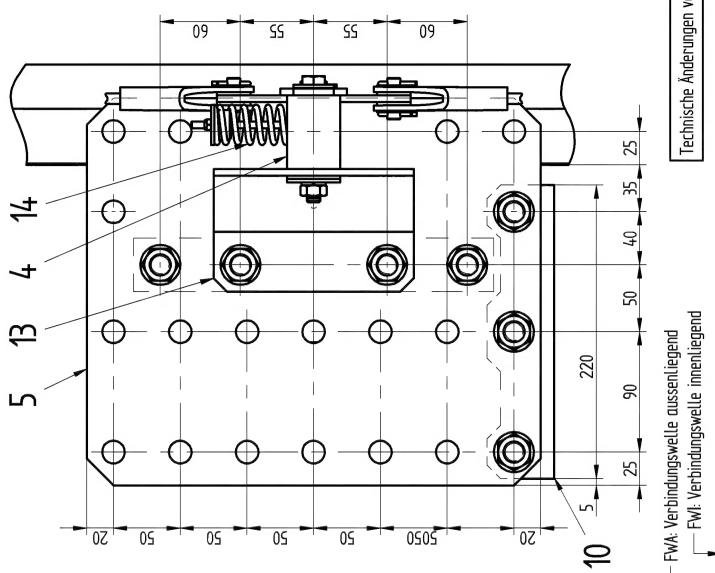
Zusammenstellung

1

-	-	-	-	-	-
18.01.10 / 559	04.11.10 / 586				
-	-	-	-	-	-

260

Die Börsungan in den kreatiblenchen Proz. S dienen zur Beesitigung der
der Anzahl der Börsungen im Rahmen der
Die Anzahl der Befestigungen auf dem
Sowie die Festigkeit der
Die Anzahl der Befestigungen auf dem
Rahmen der
Rahmen der
berneben der
berneben der



BERECHNET WERDEN.

Die Börse umgab in den Knotenpunkten Pots., S. diezen zu Belebung und
der Anzahl der Befreiungsschärfen auf, sowie die Festigkeit der
Rückhaltewerkzeuge und Konstruktionen besogen werden.